

ABSTRACT OF THE DISCLOSURE

A transmission for distributing a drive torque to two drive output shafts, with two planetary gearsets each having at least three shafts. A respective shaft of a planetary gearset is connected to a drive input shaft. Furthermore, one shaft of each planetary gearset constitutes one of the output shafts and in each case at least one further shaft of a planetary gearset is connected with a shaft of another planetary gearset. An operation-status-dependent torque of one shaft can be supported by the connection, depending on an operating status of the other shaft connected thereto, in such manner that when there is a rotation speed difference between the output shafts, a speed-difference-changing torque is applied to the planetary gearsets. Furthermore, a drive train is proposed, in which a drive torque from a drive-power-source is distributed variably in the longitudinal and transverse direction of the vehicle in an operation-status-dependent manner.